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The author would have measurably enhanced the value of his work by adding a chapter in summary and general criticism of the Minnesota experience, and by a more judicious use of tabular statements. He has relied for his information almost wholly on statutes, reports of public officers, and the findings of official commissions of investigation. His bibliography, however, lists a number of secondary sources, but omits notably Treat's *The National Land System*, and the useful papers included in the *Collections of the Minnesota Historical Society*. The *Life, Journals, and Correspondence of Rev. Manasseh Cutler* is cited on pp. 38 and 39 (without, however, a mention of the names of the editors), but does not appear in the bibliography. Donaldson's *The Public Domain* is listed simply as "Thomas Donaldson, *The Public Domain*," without subtitle or date. On p. 66 is a gross error in the table showing the grants of salt-spring lands to the states. These and similar slips somewhat impair one's confidence in what seems to be in most respects a trustworthy as well as valuable contribution in this field.

VICTOR J. WEST

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A History of the Family as a Social and Educational Institution.

By WILLYSTINE GOODSSELL. New York: Macmillan, 1915.
8vo, pp. xiv+588. \$2.00.

This book marks an interesting stage in the rapid development of research and discussion concerning the family. It was only recently that this institution began to receive the attention which properly belongs to it. Already a very considerable body of literature exists, and Dr. Goodsell performs a real service by including in each chapter a bibliography of sources and secondary works with supplementary footnotes. The reader, however, misses a reference to Dewey and Tufts's discussion of the family in their *Ethics*, as well as to J. H. Tufts's later paper on "The Ethics of the Family," and to E. T. Devine's *The Family and Social Work*.

Dr. Goodsell's book is published as one of the "Text Book Series," edited by Paul Monroe, and it is frankly a textbook. The emphasis is properly upon the historical aspects, to which four hundred and fifty pages are devoted. Following these twelve chapters, which trace the family from primitive times through the nineteenth century, are chapters on "The Present Situation" and "Current Theories of Reform." It is a sign of the wholesome change which has taken place in the public atti-

tude that the author describes with frankness certain conditions associated with the family, such as prostitution and social diseases, whose treatment has heretofore marked a book as unfit for general circulation and even for college students. Indeed, the chapter dealing with the evidences of maladjustment of the modern family to social conditions, causes of disharmony within the family, the problem of the marriage rate, and the problem of the birth-rate, might well be read and studied together by every young couple intending to enter upon marriage and to establish a family. Neither in this chapter nor in the concluding one, a most valuable one on current theories of reform, does the writer permit herself to thrust forward her personal views, but keeps, to an extraordinary degree, the historical and judicial attitude. Here and there a sentence, and at the close of the book an admirable paragraph, disclose the author's independent opinions, and they are so fine and sane that the reader regrets that the apparent exigencies of textbook construction do not permit of greater fulness in this respect.

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Railway Monopoly and Rate Regulation. By ROBERT JAMES MCFALL. (Columbia University Studies, LXIX, No. 1.) New York: Longmans, Green, & Co., 1916. 8vo, pp. 223. \$2.00.

The author undertakes a study of the theory involved in what railway commissioners understand as the cost-of-service principle in rate regulation. He states that the object of governmental regulation is to reduce railway rates to the level of cost; because, since a railway enterprise is a monopoly, competition may not be relied upon to force rates to this cost-of-service level.

The book consists of four chapters: In chap. i, on "Regulation of Whole-Rate Systems" the conclusion is reached that the ability of the railways to provide the service is what is to be worked out by the theory of cost, and that this theory of cost to the railways has been worked out through an attempt to allow a fair return to the railways upon a fair valuation of the property. Accordingly, chap. ii is devoted to a discussion of "Valuation as a Criterion of Railway Ability." Here is a discussion of the problem of railway valuation. Various bases of valuation are suggested, methods defined, and theories compared. It is decided that fairness, expediency, and convenience would seem to argue for the adoption of the principle of present value as the standard for the investments of the past, and for the principle of actual investment in addition to such a valuation as the standard for the future. This makes necessary the consideration of the question of "The Fair Return," which is the theme of the third chapter. After a valuation of property on the